

SECRET

RIGA PORT EXPANDS LOCAL SHIPMENTS -- Morskoy Flot, No 54, 8 Jul 49 50X1-HUM

At the beginning of June, the port of Riga was in danger of not fulfilling its plan. The ships expected according to the time schedule would not be sufficient for the port to fulfill its monthly plan, to say nothing of its socialist obligations. To meet this challenge, Riga port officials solicited new shipping orders from local and republic organizations. This program has brought good results. The number of permanent customers has increased almost 100 percent. Brick and timber are now being shipped to Leningrad by water. Three steamships are operating regularly on this route. Barges loaded with local freight are sent to Ventpils and Lepaya. Scrap metal, gravel, sand, brick, etc., are sent down the Dvina River to the outskirts of Riga.

Riga port workers are handling ships by high-speed methods. The steamship Yalta was unloaded 47 hours ahead of schedule.

SHIP'S OPERATION IMPROVES -- Morskoy Flot, No 54, 8 Jul 49

The Diesel ship Azerbaydzhan, sailing on the Caspian Sea, has had good results operating on a regularly scheduled freight route. In one of its trips between Makhachka and Krasnovodsk, 32 hours were cut off the scheduled unloading and loading time in Makhachkala. Upon arriving in Krasnovodsk the ship was unloaded in 18 1/2 hours instead of 33 hours as planned.

MARITIME FLEET MUST PREPARE FOR GRAIN SHIPMENTS -- Morskoy Flot, No 54, 8 Jul 49

The approach of the harvest season poses an important problem for the maritime fleet. Some inadequacies must be overcome if its task is to be dealt with successfully.

One of the greatest shortcomings in freight shipment last year was the inadequate preparation of port warehouses to receive grain. This trouble must not be repeated.

Many ships were under repair during the grain-shipping season last year, and as a result, many shipping lines were not able to supply the planned tonnage for grain shipments. Ship-repair plants must repair on time those ships which are to be used for grain shipments. At present, the slow repair of ships to be used in shipping grain on the Caspian Sea gives cause for alarm. The Diesel ships Kolyma and 30 let VLKSM are still under repair at the Ship-Repair Plant imeni Zekavkazskaya Federatsiya. Repair of the steamships Syr-Dar'ya and Amu-Dar'ya is going slowly at the "Tarizhskaya Kommuna" Plant. These ships must be ready for the very first grain shipments.

Establishment of close contact between railroads, shipping lines, and port workers is also of great importance. The slightest disalignment between them results in idle ships and railroad cars. For example, such a lack of coordination brought about a standstill on the Feodosiya-Poti freight-shipping line last year. The railroad failed to deliver the required number of freight cars to Poti. As a consequence, ships stood idle in Poti port and the elevator was filled with grain. This in turn led to idle railroad cars awaiting ships in Feodosiya.

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LIST SCHEDULE OF BLACK SEA SHIPS -- Pravda Ukrainy, No 159, 8 Jul 49

Passenger ships of the Black Sea Ship Line operate regularly on Crimea-Caucasus express and fast lines. The turboelectric ship Vyacheslav Molotov and the Diesel ship Ukraina operate on the express line. The Rossiya, largest ocean-going Diesel-electric ship, will go into service in July. Express ships carry passengers from Odessa to Batumi in 64 hours. Fast-line ships make prolonged stops in Yalta, Fedosiya, and Sochi, giving passengers the opportunity to become acquainted with the best resorts in the country.

Express-line ships will depart from Odessa on the following dates: 4, 6, 8, 12, 16, 18, 21, 25, 28, 31 July, and 2, 6, 10, 13, 15, 19, 23, 25, 27, 31 August. Fast line ships will leave Odessa on 14, 27, 31 July and 12, 17, 29 August.

Tickets are on sale at port stations.

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